

came. The original plate hoops had to be removed from the burners and replaced with an angle hoop prior to burner installation. Sal was sent photos and email on this item while the work was going on.

WO# Sub 21 - Burners were fabricated with a 1/2" to 3/4" gap between the outer sleeve of the OFA igniters and the ABT Scanners. The outer sleeves could not be welded into position without the use of 1/4 plate donuts that were used to bridge the gaps on all 48 burners in 144 places. Sal was sent photos and email on this item while the work was going on.

WO# Sub 31 - The horizontal fuel diffusers would not fit into the coal elbows without removing about 1/4" to 3/8" from the chrome plates that make up the leading edge of the fuel diffuser. This work required that a plasma torch be rented and used to trim the chrome plate. All 48 horizontal fuel diffusers had to be cut. Sal was sent photos and email on this item while the work was going on.

WO# Sub 18 - Two of the drive rods for the outer damper sleeve were damaged during shipping. TEI sent out new drive rods. Sal was sent photos and email on this item while the work was going on.

WO# Sub 22 - ABB directed IPSC to place locking bolts in the existing 3" schedule 40 pipe on the burner register plate. ABB then decided to go with full couplings see ABB drawing STNRD - D2322666-105. TEI had drilled all of the holes by this time. Bolts were placed in the tapped holes to plug them and to provide additional stability to scanner tube.